

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRANSPORTATION PLANNING

P.O. BOX 942874, MS-32

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1067

FAX (916) 653-4570

TTY 711

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January 17, 2013

Cindy Messer
Delta Stewardship Council
980 Ninth Street, Suite 1500
Sacramento, CA 95814

D03 – I-5, SR 160
D04 – SR 4
D10 – I-5
SCH No. 2010122028
Final Draft PEIR

Subject: Program Environmental Impact Report (PEIR) Executive Summary for the Final Draft Delta Plan (FDDP) (SCH#2010122028)

Dear Ms. Messer:

The California Department of Transportation (Caltrans) as a responsible agency appreciates the opportunity to comment on the Program Environment Impact Report (PEIR) Executive Summary for the Final Draft Delta Plan (FDDP).

Similar to the August 2011 Fifth Staff Draft Delta Plan, the November 2012 FDDP covers five topic areas and goals: Increased water supply reliability, restoration of the Delta ecosystem, protection and enhancement of the Delta as an evolving place, improved water quality, and reduced risks of flooding in the Delta. The FDDP does not propose or contemplate the Council constructing, owning, or operating any facilities related to the five topic areas. However the Delta Plan contains regulatory policies, recommendation, performances measures and issues for further evaluation and coordination that seek to influence and encourage actions, activities and projects of the cities, counties, and State, federal, regional and local agencies that will further achievement of their coequal goals. The revised project plan differs from the Proposed Project in the following general ways:

- The Revised Project contains expanded discussions of the background and the need for proposed policies and recommendations.
- Many of the policies and recommendations in the Proposed Project have been revised and reorganized, including changing several policies into recommendations.
- New policies and recommendations were added, and some policies were deleted
- Performance measures to assist in implementation of the policies and recommendations were added.
- Issues have been identified for future evaluation and coordination.

As the owner and operator of the State Highway System (SHS), the main objective of the Local Development – Intergovernmental Review (LD-IGR) Program is to protect the mobility and operational safety of the SHS. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that may have an impact on state facilities and the multi-modal transportation network.

Caltrans, as a responsible agency under CEQA, and identified in 40 CFR 1508.15 and 40 CFR 1508.26 for NEPA purposes, provided comments on February 1, 2012 on the proposed project to Terry Macaulay, Deputy Executive Officer, Delta Stewardship Council.

The FDDP has acknowledged and addressed Caltrans comments in the November 2012 revision, regarding Section 19 of the Fifth Staff Draft.

- The first bullet in Measure 19-1: “Avoid modification to federal, State, and county highways, local roadways, and bridges that may reduce vehicle capacity, to the extent feasible”, addresses Caltrans comments: “If any improvements are proposed within Caltrans R/W for incorporation in the Delta Plan, mitigation measures will be required for traffic diversion, or rerouting of traffic”. Highway improvements including overlays, widening of existing highways addition of on/off-ramps should be considered in the development of individual Delta projects as they are designed and constructed
- The third bullet in Measure 19-1: “For project operations that increase traffic, prepare a traffic study. If project traffic causes an intersections or road segment to perform below the minimum level of service standard, then select an alternate route for project traffic or schedule the project trips for non-peak-hours periods. If alternate routes are not feasible, then design and construct facilities improvements to intersections or road segments to maintain the acceptable level of service”, addresses Caltrans comments: “Section 19, Transportation Traffic, and Circulation states that “.....given the uncertainty of timing and location of future activities/actions that could be encouraged by the Delta Plan, it is not feasible to determine the how roadway levels of service in the vicinity of the actions/activities could be affected.” Caltrans will require detailed plans for any activities that could potentially impact State Highways or State R/W. Details of work associated with Caltrans roadway hydraulics facilities would need to be discussed and terms/conditions including time-frames, costs, cost-sharing would have to be agreed upon by all parties concerned.

General Comments and Concerns

Caltrans suggests revising the following Measure 3-1, fifth sub-bullet, statement to read, "All construction site BMPs including soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control should be implemented accordingly." "

The following measure should be added regarding the potential dewatering of ground water: as stated on page ES-14; Measure 3-2, "As part of the Hazardous Waste Site Investigation, dewatering of ground water testing may be required to determine if it is contaminated to develop contract provisions for its handling and disposal during construction."

Encroachment Permits

Roadsides have become more dangerous as the number of people using our highway system keep increasing. Manual eradication of vegetation and pests increases costs and increases exposure to traffic by maintenance personnel, which then increases the potential for accidents and fatalities to occur.

Please be advised that any work or traffic control that encroaches on State right-of-way (ROW) requires an encroachment permit issued by the Department. Further information is available on the following website: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the Encroachment Permits office in the appropriate Caltrans District to ascertain whether such a permit will be required. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

Transportation Permits

Caltrans requires a Transportation Permit for the transport of heavy construction equipment and/or materials to/from the project site, or any movement of oversized or excessive load vehicles on the SHS. Caltrans recommends that large size truck trips be limited to off-peak commute periods. Further information on the permit application process is available on the following website: <http://www.dot.ca.gov/hq/traffops/permits/>

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District Specific Contacts

For District 3 (Sacramento County) specific questions please contact Chad Riding at (916) 274-0566, or at chad_riding@dot.ca.gov.

For District 4 (Solano and Contra Costa County) specific questions please contact Erik Alm, LD-IGR Program Manager, at (510) 286-6053, or at erik_alms@dot.ca.gov.

For District 10 (San Joaquin County) specific questions please contact Tom Dumas, Chief, Metropolitan Planning, at (209) 941-1921 or at tom_dumas@dot.ca.gov

For questions regarding this comment letter please contact Bennie Lee, LD-IGR Statewide Coordinator, Office of Community Planning at (916) 651-8201, or at bennie_lee@dot.ca.gov

Sincerely,



Terri Pencovic, LD-IGR Program Lead
Office of Community Planning

Enclosure: Appendix G – District Encroachment Permit Offices Map

Cc: Scott Morgan, State Clearinghouse

Bc: Chad Riding, LDR Coordinator, Caltrans District 3
Erik Alm, District 4 LD-IGR Branch Chief
Tom Dumas, District 10 Chief, Metropolitan Planning